

REPORT of SURVEY for REPAIRS, &c.

No. 2 Date of Writing Report April 14th 1891 Port of London
 No. in Reg. Book. 2 Survey held at London Date, First Survey Feb 21st Last Survey April 9th 1891
 on the Iron Screw Steamer "T.E. Forster" Master J. Keys

TONNAGE: NET 522 GROSS 810 UNDER DEK. 774
 Built at N. Shields By whom J.B.W. Smith When 1866 - 1
 Owners John O. Scott Port belonging to Newcastle
 Owners' Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Union Dry Dock Destined Voyage Tyne
 Length of Poop 17 ft.: of Forecastle 17 ft.: of Raised Or. Deck 17 ft.: Moulded Depth 17 ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 22864 Port Wye IMC. 8.87 B.S. 2.90 Classed S.S. Sht. No. 3.79 + 90 A.I.
S.S. Sht. No. 2.87 10.90
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer ft. ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter ft. ins.
 of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs & S.S. No. 3.

This vessel has undergone the following repairs in consequence of damage stated to have been caused by collision with the S.S. Indian Prince of Newcastle, in Gravesend Reach on November 21st 1890. -

On Starboard Side, - Nine damaged bulwark plates renewed; four plates in Sheer Strake (abreast of Main Mast) renewed; one shell plate and two doubling plates in the strake below sheer, renewed; one plate in the 2nd, two in the 3rd, one in the 4th and one in the 5th strakes below sheer, renewed; four frames & reverse frames in way of the above, renewed; two stringer plates on the Main Deck & two on the Lower Deck, renewed; also two double angle stringers in way of the above, renewed for about 30 ft; one damaged lower deck beam repaired; the stringer, gunwale, & rail angles renewed as required; two plates in the Port Strake next stern frame, renewed; the bulwark rail (wood) renewed where necessary, the main deck tie plates renewed where broken and the deck planks made good where damaged. -

On Port side, One plate in F. Strake & one in G. Strake, renewed; one shell plate & one doubling plate in K Strake renewed; two plates in the sheer strake, & three bulwark plates, OVER

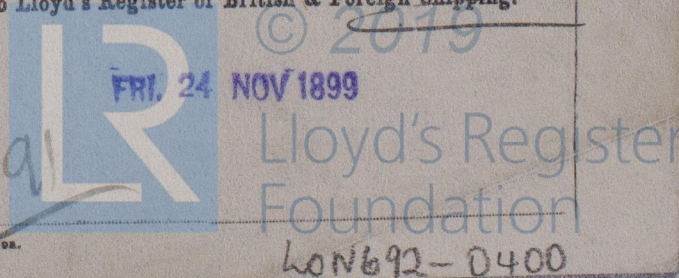
PRESENT CONDITION OF THE		Boats 3. Good	
Decks	Good	Plank (Bottom) & Counter	Good
Waterways	"	Breasthooks & Stoppers	"
Comings	"	Transoms, Bainters, & Crutches	"
Up'r Dk. Beams & Fastenings	"	Timbers of Frame at the openings	"
Low'r Dk. Beams & Fastenings	"	Ditto ditto at other places	"
Plank sheers	Plating	Keelsons	"
Shoerstrakes	good.	Clamps & Shelves	"
Topalsides	"	Ceiling	Good
Wales	"	Rudder	"
Engine Room Skylights	Good	Windlass & Capstan	"
Coal Bunker, Openings, Lids, &c.	Good	Pumps	"
Scuppers	Good	Cement (if Iron Ship)	"
Cargo & Main Hatchways	Good	Caulking of Bot'm, D'k, & Wat'rways	Good
Hatches	Good	Corner of Y.M.	"
		(State if on Felt.)	"
		When put on	"

General Observations, Opinion as to Class, Recommendation, &c. :

The above repairs having been efficiently executed and the vessel placed in good and efficient condition, the requirements of the rules for S.S. No. 3 having been fully complied with, we are of opinion she is eligible to remain as classed, and to be marked in the Register Book S.S. No. 3, 4-91. -

Entry Fee (if chargeable) per Scale I., Sec. 27...	£		
Office Fee (if chargeable) per Scale II., Sec. 27...	£		
Survey Fee (per Section 28)	£	7	0
Special on Damage, Fee (if any) (per Sec. 24)	£	10	10
*Certificate (if required to be sent as per margin	£		
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Committee's Minute TUES. 28 APR 1891
 Character assigned 90 A 1 S.S. No. 3 - 4-91
Am 3 & 4 Am 4/91 Am 91 (Red)
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 Robert J. Johnson



plates, (all abreast of Main Mast) renewed; one plate in the Starb^d strake next Stern frame, renewed; - The Stern frame straightened in place; the tuck plates renewed; the Rudder renewed except the main piece, nine frames (in various parts) renewed from underside of Rail to eight feet below the deck; the Ballast tanks repaired where damaged; two plates in the Boiler room bulkhead renewed where cut to facilitate repairs; the Boiler cuings repaired; the iron gratings in the Stow holds renewed; two stow hold ventilators renewed; the Bridge House & side houses renewed complete; the whole of the hatches fore & aft renewed; the cabin skylight & companions renewed; the Mizzen mast, rigging, boom, & one suit of sails, renewed; the Fore & Main Saffs renewed; and the rigging generally overhauled; the Boat's shado davits and one jolly boat renewed.

On account of S.S.N^o 3. - In connection with the S.S.N^o 3 and exclusive of the repairs mentioned above the following has also been done, the Holds, bunkers, & peaks, cleaned, scaled, & re-coated throughout; the frames & reverse frames were found to be generally deteriorated in thickness and in view of compensating for this, fourteen web frames 17" x 7/16 have been introduced on each side of the vessel (about 12 ft. apart) and extending from upper deck to bilge; six defective frames renewed on the Port side, and three on the Starb^d side; the inner plating of the bunkers has been completely renewed; all the close & loose ceiling has been removed, the floors, frames and cement examined, and the ballast tanks tested by water pressure; the shell plating has been drilled, forward, amidships, & aft, as per rule, particulars of same being attached to this report. A number of bolts of the shell plating in F and G strakes have had outside butt straps fitted, viz - on Starb^d side F strake 9, G strake 7, on Port side F strake 6, & G strake 2, all the angle irons on the hold beams have been renewed and pillars to same refitted; strong beam between Engine & Boiler repaired as required; the Windlass has been examined, the pumps and sluice valves overhauled, the deck have been examined & renewed where worn thin, or otherwise defective; the Masts spars & rigging were examined aloft, the foremast renewed, and the Main Mast overhauled; the equipment as regards haulers & warps have been entirely renewed, and the bottom of the vessel has been cleaned and re-coated.

The chain cables have been ranged, and 120 fathoms, which were found in bad condition have been replaced by new the following being particulars of the test certificates,

Sunderland, Aug 17th 1883

Certificates, N^o 5015, & 5015.

90 1/2 fathoms Chain Cable	1 7/16,	Test	55 5/8 Tons	&	37 1/8 Tons
30 do do	1 7/16,	-	55 5/8 -	-	37 1/8 -
Rule	1 7/16	-	55 5/8 -	-	37 1/8 -

Signed Hartness

Robert J. Hartness
Robert J. Hartness

